1. Amendment to the Specification

Please insert the following sentence at page 4, line 9,

--Figure 10 illustrates a comparison of the horsepower and torque of an engine using a typical gas directing system with a single pipe having a 1.5" radius with the horsepower and torque of an engine using the inventive gas directing device having an outer piper with a 1.5" radius and an inner pipe with 1" radius.—

Please insert a new paragraph at page 12, line 11,

--Figure 10 illustrates a comparison of the horsepower and torque of an engine using a typical gas directing system with a single pipe having a 1.5" radius with the horsepower and torque of an engine using the inventive gas directing device having an outer piper with a 1.5" radius and an inner pipe with 1" radius in which both of the gas directing devices are connected to the same vehicle (an Acura Integra) to provide air intake into the engine. The engine of the vehicle was operated at the same temperature and under the same conditions for both the typical gas directing system and the inventive gas directing system. In the charts of Figure 10, the revolutions of the engine of the Acura Integra was then increased (when attached to each gas directing device) and the results captured on a dynometer that shows the torque and horsepower of the engine at different RPMs as shown in Figure 10. The torque (left side chart) and the horsepower (right side chart) values for the typical gas directing system with the single pipe has values that are shown as a line with triangles periodically along the line. The torque (left side chart) and the horsepower (right side chart) values for the inventive gas directing device has values that are shown as a line with squares periodically along the line. As shown in Figure 10, the inventive gas directing device results in a higher peak horsepower (191.1 vs. 170.0) than the typical single pipe gas directing system. In fact, the horsepower generated by the engine attached to the inventive gas directing system at various different RPMs is always higher than the engine attached to the typical gas directing system.